

| 2Q FY00 SIP MILESTONE FULL STATUS REPORT | | | | | | | | | | <table><tr><th>EVAL</th><th>COST</th><th>SCHEDULE</th><th>TECHNICAL</th></tr><tr><td>Blue</td><td>EAC under >5%</td><td>Ahead > 6 weeks</td><td>Met w/less effort</td></tr><tr><td>Green</td><td>EAC w/ 5%</td><td>Within 6 weeks</td><td>Meets</td></tr><tr><td>Yellow</td><td>EAC over 5-15%</td><td>Behind 6-12 weeks</td><td>Prob.s Solvable, Action Plan</td></tr><tr><td>Red</td><td>EAC over > 15%</td><td>Behind >12 wk, Crit Path</td><td>Not Meet, No Action Plan</td></tr></table> | | | | EVAL | COST | SCHEDULE | TECHNICAL | Blue | EAC under >5% | Ahead > 6 weeks | Met w/less effort | Green | EAC w/ 5% | Within 6 weeks | Meets | Yellow | EAC over 5-15% | Behind 6-12 weeks | Prob.s Solvable, Action Plan | Red | EAC over > 15% | Behind >12 wk, Crit Path | Not Meet, No Action Plan |
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| GRC SIP ID No. | NASA MS | FY | GRC Objectives (In Bold Italic) / Milestones | Planned Date | Actual Date | Owner | Org. | Program/Project/ Process | COST | SCHEDULE | TECHNICAL PERFORM. | DESCRIPTION OF PROBLEM AND ACTION | | | | | | | | | | | | | | | | | | | | | |
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| 0A1.0 | | 2000 | GRC Objective A1: Reduce aircraft accidents related to icing, weather, poor visibility, and engine problems; develop technology to prevent and suppress aircraft fires. | | | C. RUSSO | 2000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000A1.1 | | 2000 | Complete and publish three-dimensional design guidelines for the control of gear crack paths and the prediction of crack growth rates in ultrasafe gears. | 2Q01 4Q00 | Late 2Q01 | D. Lewicki/ J. Zakrajsek | 5950/ 0300 | Rotorcraft Base/Safe All Weather Ops for RC (581-30) | GREEN | YELLOW | GREEN | The Glenn rotorcraft base program suffered a 40% cut in funds in FY00. As a result, the SILNT program was cut, and the SAFOR program suffered some milestone delays due to the reduced funding levels. This milestone was one of the efforts that had to be delayed due to funding cuts. The delayed milestone was coordinated with the Rotorcraft Base Program Office at Ames. 5000 S. Foust | | | | | | | | | | | | | | | | | | | | | |
| 0A2.0 | | 2000 | GRC Objective A2: Reduce the emissions of aircraft engines designed after 1997 by a factor of three by the year 2007 and by a factor of five by the year 2022. | | | C. RUSSO | 2000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000A2.1 | | 2000 | Demonstrate "smart" turbomachinery concepts to minimize pollutants throughout the mission cycle. | 4Q00 | | R. Corrigan K. Givinskas | 2200 | AeroSpace Propulsion & Power Base Program Higher Operating Temperature Propulsion Components (HOTPC) | GREEN | GREEN | GREEN | 0140 B. Mader | | | | | | | | | | | | | | | | | | | | | |
| 0A3.0 | | 2000 | GRC Objective A3: Reduce the perceived noise of future subsonic aircraft engines designed from those designed before 1997 by a factor of two by the year 2007 and by a factor of four by the year 2022. | | | C. RUSSO | 2000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000A3.1 | OR2 | 2000 | Validate technology to reduce community noise impact by 10 decibels (dB) relative to 1992 technology (engine source noise contribution is a least 6 dB). | 4Q00 | | A. Liang L. Shaw/ D. Huff/ J. Dittmar/ R. Woodward/ C. Hughes/ | 2200/ 5940 | Air Frame Systems /Base R&T | GREEN | GREEN | GREEN | 0140 B. Mader On schedule and within cost (no change from previous quarter input). 5000 S. Foust | | | | | | | | | | | | | | | | | | | | | |
| 0A5.0 | | 2000 | GRC Objective A5: Reduce aircraft engine design, development, acquisition, and maintenance costs to help achieve a 25-percent reduction in 1997 air travel cost by the year 2007 and a 50-percent reduction by the year 2022. | | | C. RUSSO | 2000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2000A5.1 | | 2000 | Demonstrate a 900 deg. F silicon carbide (SiC) pressure sensor on an engine. | 4Q00 | | C. Ginty/ G. Beheim | 2200/ 5510 | AeroSpace Propulsion & Power Base Program Higher Operating Temperature Propulsion Components (HOTPC) | GREEN | GREEN | GREEN | On schedule, no problems. 0140 B. Mader S. Foust 5000 | | | | | | | | | | | | | | | | | | | | | |

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| 0A7.0 | | 2000 | GRC Objective A7: Develop low-cost intermittent combustion and turbine engines and single-lever engine controls for General Aviation aircraft. | | | P. McCALLUM F. BERKOPEG | 0140 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1999A7.3 | | 1999 | * By the end of FY1999, complete engine preflight ground tests for both engines. | 4Q99 | | L. Burkardt/ C. Lee | 2200/ 5830 | Propulsion Systems- R&T-Base/General- Aviation Propulsion- (GAP) | | | | The GAP Project was replanned due to technical difficulties. This FY99 GRC SIP milestone was split into two new FY00 milestones, 2000A7.2 and 2000A7.3. | | | | | | | | | | | | | | | | | | | | |
| 2000A7.2 | 0R7 | 2000 | IC Engine Element: by 3/00 complete Engine/Propeller Integration Test clearing engine design for flight. | 2Q00 | Late 3Q00 | L. Burkardt | 2200 | Aerospace Propulsion & Power Base/General Aviation Propulsion (GAP) | GREEN | YELLOW | GREEN | Project is on schedule with technical work proceeding well, but there is little room for further slippage. 0140 B. Mader | | | | | | | | | | | | | | | | | | | | |